

RECOVERY IS SHOWN IN COUNTRY'S OUTPUT OF COAL

IS FAR AHEAD OF THE SAME TIME LAST YEAR.

Despite This Fact the Demand For Bituminous Through the East and the Middle West Most Intense—Few Changes in the Labor Disturbances—Output of Coke Declines.

Correspondence The Sun.

WASHINGTON, D. C., Sept. 6.—Partial recovery from the depression of the preceding week carried production well above the eleven millions mark during the week ended August 28th. The total output of soft coal, including lignite and coal coked at the mines, is estimated at 11,374,000 net tons. This was an increase of three hundred and twenty-six thousand tons or 3 per cent over the week before, but was still four hundred and thirty-nine thousand tons short of the output attained in the second week of August. The recovery is more significant when it is remembered that during the first half of the week most of the mines of Indiana were still closed by the second outbreak of the daymen's strike. By Thursday, August 26th, all but twenty-nine Indiana mines were back at work and by Saturday all but fourteen were back. Production during the first two hundred and five working days of the present year totals 347,406,000 tons. The year 1920 is thus fifteen and a half million tons behind 1917 and forty and a half million tons behind 1918, but is forty-nine and two-thirds million tons ahead of 1919. In this connection it should be remembered that production during 1918 exceeded consumption and provided for a net addition to consumer stocks by the end of the year of approximately thirty million tons. In 1919 the condition was reversed. Consumption exceeded production and there was a net draft on stocks of perhaps forty million tons for the year. Utah production for the weeks ending August 14th and 21st have not as yet been made.

Coal Demand Intense.

The chief new development shown by the mine reports for the week of August 21st was the resumption of the daymen's strike in Indiana. There was a slight reaction in the recent tendency toward improved transportation which was largely due to exhaustion of the supply of empty coal cars which had accumulated during the first outbreak of the strike. Transportation remained the dominant factor limiting production. The strike of the daymen in the Mississippi Valley has shown two phases. The first and larger started in Southern Illinois during the third week of July and spread rapidly to Indiana, Iowa and Kansas. Work was resumed in Illinois and Indiana during the first week of August pending a settlement by negotiation. The Iowa mines went back to work the ensuing week (August 8th to 14th) and were followed during the week under review (August 15th to 21st) by the Kansas mines. Hardly had the first phase of the disturbance subsided when a second walkout occurred in Indiana. On Wednesday, August 18th, twenty-four mines were idle; Thursday, ninety-seven; on Saturday, one hundred and sixty-six, or four-fifths of all the mines in the state. Labor losses in Indiana increased, consequently, from 5.2 to 43.2 per cent of fulltime capacity, and were reflected in the average for the country as well, which rose from 7.7 to 12.1 per cent. A related dispute developed in the adjacent field of Western Kentucky, where the combined loss attributed to labor shortage and strikes increased from 6.1 to 24.6 per cent of fulltime. No change of note occurred in the labor disturbances in the Appalachian region. Three-fourths of the capacity in the Kennebec-Thacker (Williamson) field of Southern West Virginia continued down. In Alabama labor losses increased slightly, amounting for the week to 20.9 per cent. So far as revealed by the mine reports the demand for coal was intense. Losses of working time due to lack of orders averaged for the country as a whole less than five-hundredths of 1 per cent. Only two mines, those located in Montana, reported lack of demand.

Accumulation of Cars.

During the first phase of the daymen's strike the cessation of mining activity had made possible an accumulation of empty coal cars in districts affected by the strike. When work was resumed this accumulation afforded a few days of exceptionally favorable running time. A reaction against this sudden improvement was to be expected, and the mine reports show that it occurred. It was most pronounced in Illinois, where the running time dropped from 68.9 to 60.1 per cent, the change being wholly due to a return of the car shortage which increased from 17.4 to 27.5 per cent. Other districts in which the car supply grew less adequate were Northwestern Pennsylvania, Sess. B and C of Central Pennsylvania, Cumberland-Piedmont, Fairmont, Windy Gulf, the high volatile fields of Southern West Virginia and most of

Eastern Kentucky, Virginia and the West Virginia Panhandle. In Alabama and in the New River and Poconong fields no change occurred. On the other hand a measure of improvement was noted in Northern Ohio, the Pittsburgh district, Westmoreland and Somerset counties, Pa., in Sec. A of Central Pennsylvania, Virginia and the Southern Appalachian field. The apparent improvement in Indiana and Western Kentucky resulted from the reduced demand for cars which followed the strike. The result of these changes is seen in the average transportation loss for the country as a whole, which increased from 32.2 to 34.3 per cent. In spite of the labor disturbances transportation disability in one form or another remained the dominant factor limiting production, far outweighing all other causes of loss combined. Out of a possible forty-eight hours working time the mines averaged about 28.8 hours actual operation and were shut down 19.2 hours. Of the time lost 11.6 hours was on account of transportation.

Coke Output Declines.

Production of beehive coke declined slightly during the week ended August 28th. The total output, as indicated by railroad shipments in part estimated is placed at 412,000 net tons, a decrease of thirteen thousand tons or 3 per cent when compared with the preceding week. Production declined in Pennsylvania and in Alabama, but increased in West Virginia and Virginia. In the Conditville region the output was 211,100 tons as against 219,000 during the preceding week. The present rate of production is about the same as that which prevailed a year ago. The cumulative tonnage since January 1, 1920, however, shows an increase of nearly 10 per cent over 1919.

Shipments of Pennsylvania anthracite originated by the principal anthracite carrying roads in part estimated, numbered 35,046 cars during the last week of August. This indicates a total production of domestic and steam sizes and including mine fuel and sales to local trade, amounting to 1,800,000 net tons. The week's output was 141,000 tons short of that of the corresponding week of 1919. Cumulative shipments since the beginning of the coal year, beginning April 1, 1920, now stand at 36,579,000 net tons. This was a slight decrease when compared with the preceding coal year.

Dumpings of bituminous coal at Lake Erie ports during the fifth week of operation of the amended lake order not only established a new high mark for the present season, but compared favorably with the best performance of earlier years. The total for the week is reported as 1,278,065 net tons, and of which 1,227,039 was cargo coal and 51,026 vessel fuel. This was nearly a third thousand tons more than the dumpings of the corresponding weeks of 1917 and 1918, and 90 per cent greater than that of 1919.

Cars of bituminous coal dumped over tidewater piers during the week ended August 28th were 20,116. This was an increase over the preceding week, but still fell somewhat short of the tonnage handled in the first two weeks of August. Dumpings increased at New York and Philadelphia, but decreased slightly at Baltimore, at Hampton Roads and at Charleston.

AROUND THE LOCAL CAMPS: PERSONAL AND OTHERWISE

President Wilson last Saturday referred to Secretary of Labor Wilson as telegraphic request of the United Mine Workers that the question of a new wage scale for the anthracite fields be referred to permit new requests for increase additional to those granted by the anthracite commission to be filed. The agreement whereby

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ANTHRACITE COAL INDUSTRY PARALYZED BY THE OUTLAW

The anthracite coal industry is practically paralyzed by an out-law strike which is a direct challenge to President Wilson and to the miners' union officials. De-chares Salt Lake's Tribune of last Saturday. Reports from Pennsylvania indicate that more than a hundred and twenty thousand of the hundred and seventy-five thousand miners employed in the hard coal fields have joined the insurgent movement and that a hundred and eighty of the three hundred collieries are idle. In order to "evade" the application of the law and union executive orders forbidding a strike the leaders of the movement announce that the miners have gone on "a vacation," and the mines are forced into idleness by the simple refusal of the men to report for work. The miners' union is exerting itself to end the trouble, and it is announced that one weapon to be employed to break the outlaw movement will be to refuse the distribution of any money in the strike fund, which has been in process of collection since 1912 and which amounts to a large sum. Not a penny will be touched. It is the hope of legal union officials that this step will bring the "insurgents" to their senses. The trouble in the bituminous field was ended recently after leaders of the union had proceeded to extreme methods to enforce their authority. It is apparent that the floating of this authority will continue in one form or another of the coal fields until the matter of leadership and discipline is definitely disposed of. If the mine union officials are to be ignored and their orders disregarded as well, the potency of the organization save as a factor for mischief is at an end.

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